

The Singapore Press says:—The S. S. Wooming from Swatow is reported to have experienced very rough weather between Hongkong and Singapore, and in consequence of which she was delayed for more than forty-eight hours.

The China Shippers' Mutual Steam Navigation Company announce that, commencing with the Chinese, and until further notice, they will return to shippers the support to their line, the 10 per cent. principle charged on freights contributed. Shipments by the Ocean Steamship Company's steamers will not be payable at the above rate, which will be payable at the office, after Dec. 31 next, for the half-year then completed.

An old lady has just died at Spa leaving 100,000 francs as a prize to astronomers, French or foreigners, who within ten years shall be able to communicate with the planet of Mars. The lady, who is not without hope, is a Frenchman, not without standing that Mars is 42,000,000 miles from the earth, that the time when we can exchange greetings, she thinks that certain lights which have been seen on the surface of Mars may possibly be signals to us from that planet.

A. Wincham, the wife of the British General, John James Silvester O'Neill, has been sentenced to four months' imprisonment, having shot at her husband in consequence of jealousy. The marriage of the couple, which took place in October, 1885, has been an unhappy one, and they were, therefore, separated; but Mrs. O'Neill had several times tried to reunite with her husband again. On May 21 last the lady heard that the General was in the evening, with other ladies, and in the evening, when returning the two ladies, escorted by General O'Neill, were rushed upon and beaten in the face, while afterwards Mrs. O'Neill fired a revolver at her husband, happily without doing him any harm.

NAVAL BANDS.—Admiral Walker, who commanded the British fleet, has been giving his opinion upon the subject of naval bands. He says there ought to be more music in the Navy. Music, he urges, helps discipline, puts life into a crew, and generally makes them more efficient. When there is need for a long pull, a strong pull, and a pull together, music has charms that more than make up for the exertion that would make a land-laborer stare. The admiral thinks that not only ought there to be more music, but more bands, and that there is not a doubt that it is right; and, moreover, his remarks apply just as much to British ships and to British seamen as to American. Bands were taken away in one of the fits of economy which periodically over the Admiralty Board, and the man who will restore them will earn the thanks of every body, except a few craven old fossils who believe that, because they no longer relish them, there should be no more music at all for anybody.—Army and Navy Gazette.

THE MARINBURK FURNITURE CO. LIMITED.

An ordinary meeting of the shareholders of this company was held to-day. There were present: Messrs J. Anderson (Chairman), G. R. Stevens, C. S. Taylor, E. S. Jenson, F. A. Brockelmann, S. St. John Hancock, E. Schwartzkopf, A. E. Heidrich, R. C. Wilcox, J. Marinburk, (general manager) and O. Mooney (Secretary).

The Chairman said he had very little to add to the report, which was in their hands, and which showed pretty fully the position of the company. He proposed the adoption of the report and statement of accounts.

Mr. R. C. Wilcox seconded the motion and was unanimously carried.

The Chairman said before proceeding with the next item of business, the election of directors, he wished to know whether there was any proposition to be put before the meeting with regard to the future of the company. They had had several meetings lately, and these meetings had been adjourned from time to time for the formulation of a scheme which Mr. Hancock had taken in hand. He was not aware how that scheme stood, but he would like to know something about it before proceeding with the next business.

Mr. Hancock said he had seen some of the shareholders and had got promises of a considerable sum to be taken up in debentures. One necessity was a board of directors to carry on the Company. He had been informed privately that the shareholders were not desirous of continuing the company, and he had been unable to obtain anyone who would consent to form the board, and in these circumstances it would be useless to make any proposition to the meeting.

The Chairman said in that case the only thing they could do was to adjourn the present meeting.

An adjourned extraordinary meeting of the company was held to-day, when the Chairman said the extraordinary meeting had been adjourned for the purpose of considering the following resolution:—"That it has been proved to the satisfaction of this meeting that the company cannot, by reason of its liabilities, carry on its business, and that it is advisable to wind up the same, and accordingly that the company be wound up voluntarily." The Chairman then proposed this resolution.

Mr. C. S. Taylor seconded, and the motion was unanimously carried.

SUPREME COURT.

IN SUMMARY JURISDICTION.

(Before Mr. E. J. Akerlyd, Acting Chief Justice.)

Friday, August 14.

A DIFFERENCE BETWEEN "FRIENDS."

Edmond Fuchs of the "Criterion" restaurant sued Bernhardt Ruchvalsky for \$10 on a promissory note.

The plaintiff said the defendant came to his place on the 14th June and asked for a loan of \$10. I gave him the money and he signed the paper produced, bearing the words: "Pay to the Criterion Dining Saloon \$10 only, Bernhardt Ruchvalsky." He promised to pay the money on or about the 1st August. He did not pay. He called shortly afterwards and in reply to an inquiry when I gave him the money, he said he had no more. He did not pay anything. The defendant alleged that the \$10 was due to him as commission on the sale of some lamps, that is not true. When I arrived in the colony I brought a number of lamps with me. I heard that Mr. Hancock wanted some for the Marina. The defendant went with me on several occasions to the Marina with the view of selling the lamps. I disposed of them at last to Mr. Hancock for \$180. He could not give him more of the profit was very small. If he considered himself entitled to more he ought to have claimed it.

The defendant said that Mr. Fuchs had said when he wanted me to be a witness, about your keeping a "pimp" in Colombo and running away from India? The plaintiff—I am not here to be insulted by this man. I come here for judgment.

The defendant—I say that these \$10 were paid on account of the lamps. He said he would bring a lot in Court because I would not take any part in the row between him and Mr. Fuchs. I said I was not in a British colony here, not in Russia. He wanted to summon me, that was why he got the paper. We were friends before this. I don't want to borrow ten dollars from anybody. I have always got ten dollars in my pocket.

His Lordship said the question was what did this promissory note mean.

The defendant said he had merely signed the paper "in a friendly way, so that the plaintiff might show it to his wife." The plaintiff wrote to him on the 4th of August asking payment of the \$10 and saying he had been very patient. He (the defendant) did not call that patient. A patient must wait for a cure. The defendant (the plaintiff) said the I. O. U. on the paper was not written by him; it was a forgery. The signature was his.

His Lordship said that in face of the promissory note and the plaintiff's statement that he had not written it, his judgment was given accordingly, with costs.

CONNECTING BURMA AND CHINA.

A RAILWAY TO THE FRONTIER.

The Bangkok Gazette of 2nd Aug. says:—A few weeks since we announced that Government had practically promised a concession for a railway to connect Burma and China through the Shan States. The necessary capital was forthcoming. We also said that an effort would be made to connect the railway with the project in London. We are now in a position to state that the matter has advanced another stage. The proposed capital has been fixed at three millions sterling, to be increased from time to time as required for extensions and feeders. This route selected is that recommended by Mr. Bagley in his recent report on the work of the Shan Hills survey, that is, the proposed line will be a continuation of the Bangkok-Manay railway, and a north-easterly direction by Thabe, Thibaw, and Lashio to Kunlong Ferry. The total length will not exceed 285 miles, and the gauge will be the same as that in use on the European State Railway, that is, the metre gauge. The estimated cost is nearly 350 lakhs, or, roughly, about a lakh and a quarter a mile, which are, as our readers will recollect, the figures given by Mr. Bagley in his report. We hear that Mr. H. M. Macpherson, C.B., has been appointed as Consulting Engineer to the Company. The venture will, we expect, be strongly supported at home. The various Lencastre Chambers of Commerce have, in season and out of season, urged on the Home Government the necessity of maintaining a railway connection between Burma and China. They now have the opportunity of proving in a practical way their belief in the financial wisdom of this policy.

OUR OPIUM REVENUE.

DEBATE IN THE HOUSE OF COMMONS.

(18th.) In the course of the discussion on the Colonial Revenue Bill, Mr. Smith said that the chief sources of revenue at Singapore, Hong Kong, and other Crown colonies along the coast of China were the sale of opium. There was a strong feeling growing up among the natives in these colonies against our policy of multiplying opium dens among them. In the name of the native population he wished to protest against the necessity of them. He should like to call the attention of the Committee to a petition which had been sent from Singapore last year, signed by 11,000 residents, referring to the terrible evils of opium smoking and to the facilities given for the sale of the drug. The great increase in the revenue of Singapore during the last thirty years was owing to the multiplication of opium dens, and the increased facilities for the sale of opium. The petition had also been sent from Hong Kong to the same effect. This was a matter which touched the welfare of many thousands of poor people, and ought to be carefully considered by the Government.

Mr. Mr. Stewart thought that the petition referred to by the hon. member showed that there was a strong feeling in these colonies against the existing state of things with regard to the opium traffic. He trusted that this question would be narrowly watched, not only by the Government, but by Parliament, and that a real effort would be made to reduce the evils of the opium traffic as far as possible in Singapore and other colonies.

The Chancellor of the Exchequer remarked that no notice had been given to his hon. friend that his important question was going to be brought up, and that he would be brought under the notice of Lord Knutsford. Of course, the question was extremely important, both socially and financially, and he was sure that the Committee would not wish any real action to be taken on the matter.

STERN NECESSITY.—The ruler of a boat.

THE ORIGINAL TYPE RIGHT.—The proof-reader.

NATURAL SELECTION.—The best umbrella in the rack.

THE MILITARY CONTRIBUTION.

DEBATE IN THE HOUSE OF COMMONS.

(July 12.) On the vote of the Colonial Office, Mr. De Lisle moved to reduce the vote by £200, in order to call attention to the despatch of Feb. 10 as to Singapore. He proposed to reserve his remarks until after his hon. friend opposite (Sir S. B. Hoare) had spoken.

Sir S. B. Hoare, in supporting the resolution, said that all impartial minds had arrived at the conclusion that Her Majesty's Government in dealing with Hong Kong had been guided by a most equitable and generous spirit. He said that all impartial minds had arrived at the conclusion that Her Majesty's Government in dealing with Hong Kong had been guided by a most equitable and generous spirit. He said that all impartial minds had arrived at the conclusion that Her Majesty's Government in dealing with Hong Kong had been guided by a most equitable and generous spirit.

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NEWS BY THE ENGLISH MAIL.

BRITAIN IN EGYPT.

London, 30th July.—The Times Paris correspondent states that intrigues are proceeding to induce the Sultan to depose Toubk Pasha, the Khedive, as an accomplice in perpetrating British rule in Egypt.

London, 31st July.—Russia Pasha, the Turkish Ambassador to London, has been recalled from leave and has returned to London to conduct negotiations on behalf of the Porte, for the British evacuation of Egypt.

THE FRENCH SQUADRON'S VISIT.

London, 31st July.—A great naval occasion and civil entertainments on a grand scale are being organized at Portsmouth to welcome the French Squadron.

Paris, 31st July.—The French press are annoyed at the preparations being made in England for the reception of the French Squadron, fearing that the visit of Great Britain will eclipse that made to Russia.

PORTFOLIO OFFICE APPOINTMENTS.

London, 31st July.—Sir Henry Drummond Wolff has been appointed British Minister at Bucharest, replacing Sir Frank G. Lascelles, who succeeds Sir H. D. Wolff as Minister at Athens.

THE BANK OF BOMBAY.

Bombay, 30th July.—The Bank of Bombay has reduced its rate for demand loans to two per cent.

THE FLOODS IN ROMANIA.

Bombay, 31st July.—The floods have now subsided and telegraphic communication has been re-established. The passengers from the detained steamers have been transported by means of boats and trolleys.

DETAILS OF THE DAMAGE DONE ARE NOW REACHING HERE. At Braach, 125 houses lost and 300 persons were partially injured, six persons killed and three women drowned. At Sural, many houses collapsed. The crops have been damaged. Repairs are being speedily effected.

CHECKER RESULTS.

London, 31st July.—The cricket match between Gloucester and Nottinghamshire has resulted in a draw by 100 runs for Gloucester by an innings and 123 runs.

London, 2nd August.—The cricket match, Lancashire versus Yorkshire, was won by Lancashire by an innings and forty-nine runs.

BRITISH MEDICAL ASSOCIATION AND CREMATION.

London, August 2nd.—The British Medical Association has decided to urge that cremation should be made general.

SHORTAGE IN THE WHEAT CROP.

London, August 2nd.—The Daily News expects that there will be a shortage in the wheat crop in the autumn of 1891, owing to the failure of the Russian harvest.

THE SEVENTH ANNIVERSARY OF SWISS FEDERATION.

Berne, August 1st.—The Federal Assembly has decided to erect a large free hospital for consumptives on the Alps to celebrate the seventieth anniversary of

Mails.

U. S. MAIL LINE.
PACIFIC MAIL STEAMSHIP COMPANY.
THROUGH TO NEW YORK, VIA OVERLAND RAILWAY, AND SATURDAY, 22nd AUG., at 1 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Proposed SAILING FROM HONGKONG, via YOKOHAMA, on SATURDAY, 22nd AUG., at 1 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

THE U. S. Mail Steamship *CHINA* will be despatched for SAN FRANCISCO, via YOKOHAMA, on SATURDAY, 22nd AUG., at 1 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

RATES OF PASSAGE.
From HONGKONG, First Class, to San Francisco, via YOKOHAMA, \$125.00.
To San Francisco, via YOKOHAMA, \$125.00.
To San Francisco, via YOKOHAMA, \$125.00.

Special Rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials.

Passengers by this line have the option of proceeding via the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Return Tickets.—First Class.—Prepaid return tickets to San Francisco will be issued at following rates:

4 months \$337.50
12 months \$395.75

Time is reckoned from date of issue to date of re-embarkation at San Francisco.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10% from Return Fare.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Indian Oceans of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full, value of same is required.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco, in the United States, should be sent to the Company's Office in San Francisco, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 72, Queen's Road Central, J. S. VAN BUREN, Agent.

Hongkong, July 30, 1891. 1530

NOTICE.
COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, ADEN, SUEZ, PORT SAID.

BLACK SEA PORTS, ALEXANDRIA, MARSEILLES AND PORTS OF BRAZIL AND LA PLATA.

LONDON, HAVRE AND BORDEAUX.

ON WEDNESDAY, the 26th of August, 1891, at Noon, the Company's S.S. *MELBOURNE*, Commandant BRILLAC, with MAILS, PASSENGERS, SPECIES, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 25th August, 1891. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.
G. DE CHAMPEAUX, Agent.

Hongkong, August 13, 1891. 1590

NOTICE.
STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, BRINDISI, GENOA, ANVERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON SATURDAY, the 20th day of August, 1891, at 3 p.m., the Company's S.S. *PREUSSEN*, Captain W. RENTHAUS, with MAILS, PASSENGERS, SPECIES, and CARGO, will leave this Port for the above places.

Shipping Orders will be granted till 5 p.m. on the 20th, Cargo will be received on board until 10 a.m. on the 20th, Specie and Parcels until 5 p.m. on the 20th.

Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

For further Particulars, apply to
MELCHERS & Co., Agents.

Hongkong, August 4, 1891. 1525

Mails.

Occidental & Oriental Steamship Company.
MAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE, VIA THE OVERLAND RAILWAYS, ATLANTIC & OTHER CONNECTING STEAMERS.

Proposed SAILING FROM HONGKONG, via YOKOHAMA, on SATURDAY, 22nd AUG., at 1 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

THE Steamship *BELGIO* will be despatched for San Francisco, via Yokohama and Honolulu on THURSDAY, 2nd September, 1891, at 1 p.m., connection being made at Yokohama, with Steamers from Shanghai and Japan Ports.

RATES OF PASSAGE.
From HONGKONG, First Class, to San Francisco, via YOKOHAMA, \$125.00.
To San Francisco, via YOKOHAMA, \$125.00.
To San Francisco, via YOKOHAMA, \$125.00.

Special Rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials.

Passengers by this line have the option of proceeding via the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Return Tickets.—First Class.—Prepaid return tickets to San Francisco will be issued at following rates:

4 months \$337.50
12 months \$395.75

Time is reckoned from date of issue to date of re-embarkation at San Francisco.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10% from Return Fare.

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Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full, value of same is required.

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For further information as to Passage and Freight, apply to the Agency of the Company, No. 72, Queen's Road Central, J. S. VAN BUREN, Agent.

Hongkong, August 12, 1891. 1579

SHARE LIST—QUOTATIONS.—Aug. 14, 1891

Stocks	No. of Shares	Value	Full up	Closing Quotations
Bank of China, Japan and Straits, Ltd.	99,875 E	11 E	11 1/2	11 1/2
Bank of India, Ltd.	1,250 E	1 E	1 1/2	1 1/2
Bank of Japan, Ltd.	10,000	25	25	25
Bank of Korea, Ltd.	10,000	25	25	25
Bank of Persia, Ltd.	10,000	25	25	25
Bank of Siam, Ltd.	10,000	25	25	25
Bank of Tonkin, Ltd.	10,000	25	25	25
Bank of Yunnan, Ltd.	10,000	25	25	25
Bank of Zeylan, Ltd.	10,000	25	25	25
Bank of China, Ltd.	10,000	25	25	25
Bank of India, Ltd.	10,000	25	25	25
Bank of Japan, Ltd.	10,000	25	25	25
Bank of Korea, Ltd.	10,000	25	25	25
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